

In the Claims:

Claims 1, 13, 24, 25 and 29 are currently amended.

Claims 5, 7, and 15 are original.

Claims 8, 17-19, 21, 22, 26, 28, 31, and 32 are canceled.

Claim 2, 3, 4, 6, 9, 10-12, 14, 16, 20, 23, 30 and 34 were previously presented

Claims 35-48 are withdrawn.

1. (currently amended) A thermoform process comprising the steps of:

placing a first sheet in a first frame and transferring the first sheet into an oven;

heating the first sheet in the oven to a predetermined temperature;

placing a second sheet in a second frame and transferring the second sheet into the oven or, if available, an alternate oven;

heating the second sheet in the oven to a predetermined temperature;

transferring the heated first sheet to a compression thermoforming mold having matched mold halves;

transferring a cover-stock material to the compression thermoforming mold ~~having matched mold halves~~;

compressing and fusing the cover-stock material to the first sheet forming a covered first headliner part;

transferring the covered first headliner part ~~sheet to a vacuum thermoforming mold having an upper and a lower opposing half mold second mold and positioning the covered first sheet in the lower, half mold of a twin sheet vacuum thermoforming mold~~;

~~transferring and molding the second sheet onto an opposing half mold of to the vacuum thermoforming mold forming a second headliner part~~;

vacuum forming the second sheet forming a second headliner part;

compressing the half molds of the vacuum thermoforming mold fusing regions of the covered first headliner part to the second headliner part, thereby forming a covered unified part having at least one interior compartment having head impact cushioning; and

ejecting the covered unified part.

2. (previously presented) The thermoform process as claimed in claim 1, wherein the first sheet is a low pressure, thermoformable, thermoplastic composite comprised of polypropylene and long chopped glass fibers, where said low pressure composite has a flexural modulus of about 900 MPa to about 1800 MPa as determined by ASTM D792.
3. (previously presented) The thermoform process as claimed in claim 1, wherein the second sheet is a low pressure, thermoformable, thermoplastic composite comprised of polypropylene and long chopped glass fibers, where said low pressure composite has a flexural modulus of about 900 MPa to about 1800 MPa as determined by ASTM D792.
4. (previously presented) The thermoform process as claimed in claim 2, wherein the covered first headliner part is further comprised of a layer of a fusing adhesive.
5. (original) The thermoform process as claimed in claim 4, wherein the second headliner part is further comprised of a layer of a fusing adhesive.
6. (previously presented) The thermoform process as claimed in claim 5, wherein the covered first sheet is vacuum molded on the half mold forming the covered first headliner part, wherein the layer of fusing adhesive is on a side of the covered first sheet that is not in contact with the half mold.
7. (original) The thermoform process as claimed in claim 6, wherein the second sheet is vacuum molded on the opposing half mold forming the second headliner part, wherein the layer of fusing adhesive is on a side of the second sheet that is not in contact with the opposing half mold.
8. (canceled)
9. (previously presented) The thermoform process as claimed in claim 1, wherein the cover stock material is comprised of a fabric, a film, or a felt, or a fur, or a leather.

10. (previously presented) The thermoform process according to claim 1, wherein the cover stock material is further comprised of an underlying layer of foam.

11. (previously presented) The thermoform process according to claim 1, wherein the cover stock material is further comprised of an intra-layer adhesive.

12. (previously presented) The thermoform process as claimed in claim 7, wherein compressing the half molds of the thermoforming mold fuses the layer of adhesive on the first headliner part to the layer of adhesive on the second headliner part, thereby forming an adhesively laminated covered unified part.

13. (currently amended) A thermoform process according to claim 1, further comprising the steps of:

after heating the second sheet in the oven to the predetermined temperature, transferring the heated second sheet to a compression thermoforming mold having matched mold halves;

transferring a reinforcing scrim material to the compression thermoforming mold ~~having matched mold halves~~;

compressing and fusing the reinforcing scrim material to the second sheet forming a scrim reinforced second headliner part; and

transferring and positioning the scrim reinforced second headliner part onto the opposing half mold of the vacuum thermoforming mold.

14. (previously presented) The thermoform process according to claim 13, wherein the cover stock material is further comprised of an underlying layer of foam.

15. (original) The thermoform process according to claim 14, wherein the cover stock material is further comprised of an intra-layer adhesive.

16. (previously presented) The thermoform process as claimed in claim 15, wherein compressing the half molds of the thermoforming mold adheres the layer of fusing adhesive on the covered first headliner part to the layer of fusing adhesive on the scrim reinforced second headliner part, thereby forming a scrim reinforced covered unified part.

17. (canceled)

18. (canceled)

19. (canceled)

20. (previously presented) The thermoform process as claimed in claim 1, wherein the covered unified part is a headliner.

21. (canceled)

22. (canceled)

23. (previously presented) A thermoform process according to claim 1, further comprising the step of:

after compressing the half molds of the thermoforming mold fusing the covered first headliner part to the second headliner part thereby forming the covered unified part; injecting foam into the interior compartment.

24. (currently amended) A thermoform process according to claim 1, further comprising the step of:

after compressing the half molds of the vacuum thermoforming mold fusing the covered first headliner part to the second headliner part thereby forming the covered unified part; injecting insulation into the interior compartment.

25. (currently amended) A thermoform process according to claim 1, further comprising the step of:

after compressing the half molds of the vacuum thermoforming mold fusing the covered first headliner part to the second headliner part thereby forming the covered unified part; injecting foam into the interior compartment.

26. (canceled)

27. (currently amended) A thermoform process according to claim 13, further comprising the step of:

after compressing the half molds of the vacuum thermoforming mold fusing the covered first headliner part to the reinforced scrim second headliner part thereby forming the covered reinforced scrim unified part; injecting foam into the interior compartment.

28. (canceled)

29. (currently amended) A thermoform process according to claim 1, further comprising the step of:

prior to compressing the half molds of the vacuum thermoforming mold fusing the covered first headliner part to the second headliner part thereby forming the covered unified part; positioning wiring, fasteners, duct work and reinforcing components, and acoustic enhancing materials into what will become the interior compartment.

30. (previously presented) A thermoform process according to claim 1, is further comprised of the step of:

trimming and finishing the covered unified part, where finishing is selected from the processes consisting of secondary punching, laser, water-jet and knife trimming, and vibration, ultrasonic and hot plate welding.

31. (canceled)

32. (canceled)

33. (previously presented) A thermoform process according to claim 1, further comprising the step of:

after placing a first sheet in the first frame,
transferring the first sheet into a preheat oven;
preheating the first sheet to a predetermined temperature.

34. (previously presented) A thermoform process according to claim 33, further comprising the step of:

after placing a second sheet in the second frame,
transferring the second sheet into a preheat oven;
preheating the second sheet to a predetermined temperature.

35. (withdrawn) A headliner for a vehicle having excellent head impact countermeasures (HIC) properties, said headliner comprises:

a first headliner part having a liner side and an opposing side, wherein the first headliner part has a molded shape that is substantially the visible form for the headliner as seen inside the vehicle;

a second headliner part having a roof side and a compartment side, wherein the second headliner part is molded to reinforce the first sheet, attach the headliner to the roof, form at least one interior compartment with flexible walls when combined with the first headliner part, and form an intra-panel space between the roof and the second headliner part;

wherein the opposing side of the first sheet and the compartment side of the second headliner part are adhered to each other, therein forming the least one interior compartment that has excellent head impact countermeasures (HIC) properties;
and

wherein the intra-panel space produces sound dampening.

36. (withdrawn) The headliner as claimed in claim 35, wherein the first headliner part is a first sheet of a low pressure, thermoformable, thermoplastic composite comprised of polypropylene and long chopped glass fibers.
37. (withdrawn) The headliner as claimed in claim 36, wherein the second headliner part is a second sheet of a low pressure, thermoformable, thermoplastic composite comprised of polypropylene and long chopped glass fibers.
38. (withdrawn) The headliner as claimed in claim 37, wherein the first sheet has a flexural modulus between 900 and 1800 MPa (ASTM D792), and a multi-axial impact between 5 and 7 J (ASTM D3763).
39. (withdrawn) The headliner as claimed in claim 38, wherein the second sheet has a flexural modulus between 900 and 1800 MPa (ASTM D792), and a multi-axial impact between 5 and 7 J (ASTM D3763).
40. (withdrawn) A headliner according to claim 35, wherein the first headliner part further comprises a cover-stock material fused to the liner side.
41. (withdrawn) The headliner as claimed in claim 40, wherein the cover stock material is comprised of a fabric, a film, a felt, or a skin such as a fur or a leather.
42. (withdrawn) The headliner as claimed in claim 41, wherein between the cover stock material and the first sheet is an intra-layer adhesive.
43. (withdrawn) The headliner as claimed in claim 41, wherein the cover stock material has sound dampening properties.
44. (withdrawn) The headliner as claimed in claim 40, wherein the cover stock material is further comprised of an underlying layer of foam.

45. (withdrawn) A headliner according to claim 35, wherein the second headliner part further comprises a reinforcing scrim material that is bonded to the roof side of the second headliner part.

46. (withdrawn) A headliner according to claim 35, wherein the second headliner part is further comprised of a layer of a fusing adhesive on the compartment side of the second headliner part.

47. (withdrawn) A headliner according to claim 46, wherein the first headliner part is further comprised of a layer of a fusing adhesive on the opposing side of the first headliner part.

48. (withdrawn) The headliner according to claim 47, wherein the layer of fusing adhesive on the compartment side of the second headliner part is fused with the fusing adhesive layer of adhesive on the opposing side of the first headliner part.